

FREE BIWEEKLY NEWS MAGAZINE



# THE BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



◆◆ VOL. 3 NO. 3 ◆◆  
FEBRUARY 6 - FEBRUARY 19 1992



Anthony Murray Jr. with Nelson Couto in the background shows off an iced-fresh whale cod taken from the F/V Libby II at Carlos seafood in Fairhaven. There was a large landing of cod and haddock last week in port.

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## LETTER FROM THE EDITOR

It's refreshing to hear that some people in this Number One Fishing Port in the nation understand, want and desire fishery promotional campaigns. How to fund such projects is the question. Should it be the government, processors or fishermen? Each group thinks the other should do it because they have the money. Yet no one within the industry seems to be willing to step forward and take the lead. That is, except our Congressman, Gerry Studds. But he needs industry support and commitment.

Lately with all the talk of the negative Consumer Report article on the health of seafood and the recent forum of how to promote less used species, New Bedford folks are talking more than usual that everyone in port should contribute to a fund like the New Bedford Seafood Council. You remember the Council's promotional campaigns? It aggressively and successfully brought New Bedford landed products to the national limelight back in the seventies.

Why not kick it up again. Everyone from fishermen to the boatowners and processors should pitch in and it doesn't need a multi-million dollar budget. Take on specific public relation projects that cost much lower than a general "hit or miss" advertising campaign. If the PR campaign is developed properly, you would get just as good if not better results of people wanting and desiring to purchase and consume New Bedford landed seafood.

Anyone interested in taking the Lead? Call me if you do.

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Publisher/Editor, Gary S. Golas

Administration, Kathy Golas

Writer/Interpreter, Joe Vinagre

Special Writer, Richard Hiscock

Barnacle Office: 999-4255

FAX 999-4917

**Cover Photo:** The father and son lumper team of Jimmy Dwyer and Jr hold up a whale cod in the fish hold of the F/V Libby II recently. The Libby's hold was filled with plenty of these monsters.

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to the men I love  
Love always Auntie  
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With Anthony Murray Sr. operating the winch in the background, Mike McDonald II swings a basket of codfish up for unloading at Carlos Seafoods. Both men serve as crewmembers aboard the F/V Libby II which is skippered by Mike McDonald, the younger man's father.

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# National Fisheries Institute Criticizes *Consumer Reports*: Exaggerated Results, Poor Methodology

The National Fisheries Institute (NFI), trade association for the fish and seafood industry, responded to a press statement issued by *Consumer Reports* on its investigation of the quality and wholesomeness of fish and seafood.

"The seafood industry disputes *Consumer Reports* allegations regarding the quality and safety of seafood," said Lee J. Weddig, executive vice president of the NFI. "It is invalid to infer that a high percentage of the fish available to the consumer is spoiled, when such a sweeping conclusion is based on a geographically and numerically limited sample and inappropriate analytical method."

"As reaffirmed by a 1991 study by the National Academy of Sciences, we feel strongly that the nation's supply of seafood is inherently safe and wholesome

and that the American consumer need not worry unnecessarily about the safety of the fish and seafood supply. American consumers have increased their fish consumption by 25 percent in the past decade. Obviously they have confidence in the seafood supply," added Weddig.

According to the NFI, the Aerobic Plate Count or APC bacteria test used by *Consumer Reports* as a sole indicator in determining the quality of raw fish is imprecise and of limited use as a quality indicator. There are several reasons for this:

- \* There are many types of bacteria found on all raw foods.
- \* Not all bacteria counted in an APC test cause spoilage. Studies have suggested that perceivable spoilage in fish

does not occur until certain types of spoilage bacteria reach threshold levels. The APC test does not distinguish between certain types of bacteria.

\*The number of bacteria found naturally on the surfaces of the skin, gills and in the gut, varies considerably among species. This and the nature of the species itself will affect APC results.

\*The APC test relies on the skill of the analyst, creating a margin of error.

Fish tested and identified as containing the same levels of bacteria vary in quality. This is one reason why there are no federal standards utilizing APC methodology in determining the

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safety or quality of raw fish. As with all animal proteins, cooking destroys bacteria of all types.

Other invalid conclusions pertain to PCB's and consumption of salmon, swordfish, and lake whitefish. *Consumer Reports* analysis shows detectable levels of PCBs in salmon, swordfish and lake whitefish. From this it advises restricted consumption of these products. *Consumer Reports* conclusions are invalid. Few of the samples reached FDA tolerance or action levels.

*Consumer Reports'* conclusion is based on its own arbitrary PCB "contaminant level" which is lower than FDA tolerance. The limited samples invalidate any conclusions on the extent of the PCB contamination- and more importantly, any sweeping generalized advice to consumers.

The federal regulatory program directed at seafoods has expanded greatly during the past year. NFI has lobbied for Congressional legislation to strengthen the nation's seafood regulatory and inspection

systems. Last April, the Food and Drug Administration, (FDA) with a budget of \$9.4 million, established the Office of Seafood in an effort to continue to assure consumers that the seafood they buy is safe, wholesome, properly labeled and of the highest possible quality. FDA has doubled its staff and undertaken the challenging program of inspecting each of the 4,100 seafood processing plants in the United States.

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# A REPORT FROM THE OFFICE OF CONGRESSMAN GERRY E. STUDDS 10TH CONGRESSIONAL DISTRICT MASSACHUSETTS

The following are letters deal with complaints Congressman Gerry Studds has been receiving from the members of the New Bedford fishing industry regarding the boarding and inspection procedures of the U.S. Coast Guard. The first letter was a Coast Guard response to a boarding which took place on the F/V LUCIMAR. The second letter is a letter Studds has sent to Coast Guard First District Admiral Joel Sipes urging him to call a public hearing in New Bedford to explain the boarding procedures.

Dear Mr. Chairman:

This is in response to your letter of December 2, 1991, regarding Mr. Henri Francois, who wrote to you about multiple boardings of the F/V LUCIMAR. He felt this was overzealous enforcement of the new Commercial Fishing Vessel Safety Regulations.

The Coast Guard boarded the F/V LUCIMAR on September 20, near the Northern Edge of Georges Bank. She was boarded four days later by another Cutter 90 miles from the site of the first boarding.

The smaller cutter conducting the second boarding was not aware of the earlier boarding. Generally, when this happens, if the boarding officer is presented a copy of the 4100 form from the previous boarding, an expedited boarding is conducted.

In this case, the boarding officer reviewed the form and decided to make a few brief checks before leaving. The first item checked was the identity of the vessel's master who was not a U.S. citizen. Given this relatively serious offense, the boarding officer conducted a complete boarding in accordance with our standard procedures.

Prior boarding history is one of several factors our units use in selecting vessels to board. Weekly boarding summaries are distributed to our units for this purpose. There is a time lag in this information, so occasionally multiple boardings can occur. Even with updated information, repeated boardings would still be conducted in response to intelligence or to provide deterrence. This is particularly true with the Magnuson Fishery

Conservation and Management Act enforcement, when fishing may have occurred during the interval, however short, between boardings.

The LUCIMAR boardings were not as the result of increased emphasis on the new Fishing Vessel Safety Regulations. The major focus for the implementation of the regulations is on the dockside voluntary inspection program. Safety items will be checked in the course of routine boardings, but the number of boardings will not be increased solely as a result of the new regulations.

This approach appears to be working well. There are a number of instances where the Coast Guard and industry have gotten together to provide education forums to promote compliance; most recently Group Boston sponsored an "Open House" at Station Gloucester on the safety regulations.

We appreciate Mr. Francois' support for the improved safety the new regulations will provide and we share his concern that Coast Guard boardings should not result in resentment or hostility. We believe the vast majority of commercial

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fishermen are hard working individuals trying to make ends meet in a difficult environment. We endeavor to conduct our boardings with a minimum of interference with fishing operations.

We hope this information is helpful in responding to your constituent. If Mr. Francios has additional questions about Coast Guard fisheries law enforcement policies he may call Commander J.V. O'Shea at (202) 267-1785.

Signed by the Deputy Chief,  
Congressional Affairs Staff,  
U.S.Coast

Dear Admiral Sipes:

I am writing to request that the U.S. Coast Guard hold a public meeting in New Bedford, Massachusetts to discuss the new fishing vessel safety regulations and problems our fishermen are having with Coast Guard boardings.

In the past year my office has received a number of inquiries and complaints concerning Coast Guard boarding activities. As you may recall, some of these issues were raised at the September 23rd hearing in Boston on H.R. 2919. I believe it would be very helpful to the New Bedford fishing community and to the Coast Guard

to discuss boarding policies and other issues, including the new voluntary dockside safety inspection program, at an open meeting.

My office would welcome an opportunity to be of assistance to you in setting up the meeting. Please feel free to contact me directly if you have any questions, or have your staff contact Jeffrey Pike of the Subcommittee staff at 202-226-3533.

Signed by Congressman Gerry E. Studds

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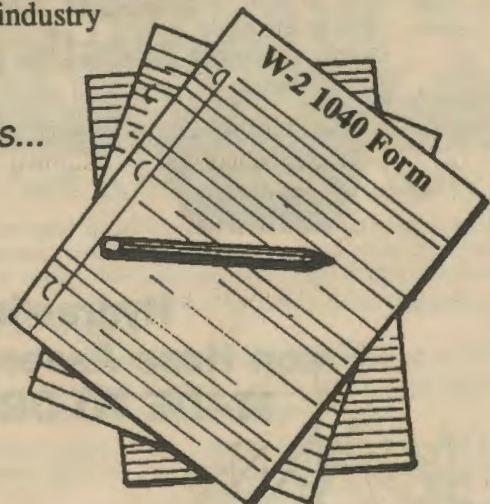
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# Scallop Advisory Group Pursues Adoption Of Its Own Scallop Management Plan

An advisory group made up of scallop industry participants, with many from New Bedford, has come up with its own plan on how to best manage the scallop stocks and they have sent it forward for fishery committee review. The group held a formal meeting last Friday in Warwick to review the latest council proposal as well as come up with its own version.

Chaired by Jim Costakes of the New Bedford Seafood Producers Association, the group has been formed to solicit more fishing industry input to the latest round of management proposals. The members of the advisory committee from the area include Costakes, Harriet Didricksen, Tim Eilertsen, Roy Enoksen, Marty Manley, Harvey

Mickelson, Howard Nickerson, John Rita, and Ray Starvish.

Following the long meeting, the group supported a nine point plan that was presented by Offshore Mariners Association Director Howard Nickerson. It calls doing away with the current meat count in favor of 1) an annual declaration into the fishery every year, 2) a maximum of 9 man crew, 3) 10,000 lb limit per trip, 4) layover time of 144 days or 6 days ashore, 5) 30' maximum dredge size, 6) scallops be shucked at sea, 7) moratorium as voted by the Council, 8) call-in reporting system which includes advance landing notices and port of entry and catch reporting and 9) oppose unloading windows.

According to Andy Applegate,

Fishery Analyst for the Fishery Council, the scallop advisory proposal is similar to some points of the non-preferred alternative of the new Council proposal. "I thought it was a pretty good meeting because the industry clearly came to a consensus," added Applegate.

The Scallop Committee of the Council will now evaluate the advisory group's recommendations which could be before the full council meets on February 26 & 27. Nickerson has indicated the industry is interested in a more simpler, easier to understand plan which fishermen can work with. It is not known how soon the final proposal will go before public hearings.

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# Governor Accepting Fishery Nominations For Two At Large Seats

Governor Weld will soon submit three qualified nominees for each of the two at large New England Fishery Management council seats currently held by Tom Hill of Gloucester and Richard Allen of Rhode Island. The list of nominees must be submitted to the Secretary of Commerce by March 15, 1992, so time is critical.

Recognizing the need for expediency, the Division of Marine Fisheries wishes to assemble the best possible list for

the Governor's consideration. Accordingly, the division is inquiring whether you or someone in your organization is interested in serving on the New England Fishery Management Council. Potential candidates must be "individuals who, by reason of their occupational or other experience, scientific expertise, or training, are knowledgeable regarding the conservation and management, or the commercial or recreational harvest, of the fishery resources of the

geographical area concerned."

If you are interested, please immediately contact either David Pierce or Dan McKieman in Boston at (617) 727-3193 so we can begin the nomination process.

Remember, time is short, so an immediate response will be greatly appreciated. If you can't reach Dan or Dave, try Randy Fairbanks, Jim Fair or Phil Coates at the same number (617) 727-3193.

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Upon investigation by privately hired divers, the sunken vessel was in 45' of water with its port side gunwale was embedded in the sand, but the entire deck was visible. All pilot house windows on the port side were shattered inward and there was minor hull damage on the forward hull. There were no structural holes. The clam dredge was off the port side perpendicular to the main body of the vessel and the dredge's port side guard rail was broken. It appears that the vessel was transiting and struck an object or took a wave over the starboard side which allowed the clam dredge to break free and off to port. This, along with severe icing topside might have caused the vessel to lose stability and roll to port. The roll probably caused the shattered windows in the pilot

house. The divers entered all of the compartments except the forward berthing area and no bodies were found. Two of the three missing survival suits were located in their bags apparently untouched. The missing life raft was apparently from the ship as well. The fishermen were never located.

January 20, 1992/ 10:39 PM

Up to four Coast Guard Stations heard a mayday on channel 16 stating, "SOS, this is the boat 7945 (pause) going down in ... " No solid directional find was obtained. The caller was calm and spoke in a slow, sarcastic manner. An urgent marine broadcast ran unanswered.

The advertisement features a logo at the top with the company name "Washburn & Doughty" in a stylized font, with "SHIPBUILDERS • ARCHITECTS • ENGINEERS" below it. Below the logo is a black and white photograph of a large ship, identified as a "90' Tug". The contact information includes the address "P O Box 296, East Boothbay, Maine 04544", telephone number "Tel (207) 633-6517", and fax number "FAX (207) 633-7007".

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THE BARNACLE

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February 6, 1992

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# Two Local Fishermen Pass Coast Guard Exams

**Errol Travers** of New Bedford was awarded a U. S. Coast Guard Master Auxiliary Sail Vessel, 100 Ton, Near Coastal license with Towing Assistance Endorsement. He also was awarded an Able Seaman / Lifeboatman document.

Captain Travers earned the license and document after passing day-long comprehensive examinations by the Coast Guard in Boston. He studied for the tests by completing Houston Marine Exam-Prep courses at Northeast Maritime in New Bedford.

Captain Travers is a member of U. S. Coast Guard Flotilla 1605 in Fairhaven. He was a lobster fisherman out of New Bedford for fifteen years. During the Viet Nam war, he served on board the Navy Carrier Enterprise.

**Richard C. Parent** of Fairhaven has been awarded a U.S. Coast Guard Qualified Member of the Engineering Department document. It authorizes Parent to serve in the engineering department of any size vessel.

Parent was awarded the ratings of Machinist, Fireman / Watertender, Oiler, and Pumpman. To earn them, Parent was required to pass a four-hour Coast Guard test in Boston. He also studied for the test by completing a Houston Marine exam-prep course at Northeast Maritime in New Bedford, MA.

A fisherman for 11 years out of New Bedford, Parent served on the Fishing Vessel Mary Jane.



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# SCALLOP LANDINGS



Monday, January 20, 1992      *No Scallopers At Auction*

Tuesday, January 21, 1992      *No Scallopers At Auction*

Wednesday, January 22, 1992      *No Scallopers At Auction*

Thursday, January 23, 1992      *No Scallopers At Auction*

Friday, January 24, 1992      *No Scallopers At Auction*

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Monday, January 27, 1992      *No Scallopers At Auction*

Tuesday, January 28, 1992      *Miss Maude*    6,800 lbs    \$5.26 Channel

Wednesday, January 29, 1992      *No Scallopers At Auction*

Thursday, January 30, 1992      *No Scallopers At Auction*

Friday, January 31, 1992      *No Scallopers At Auction*

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*Answers on page 29*



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# DRAGGER LANDINGS



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100 lbs	Blackbacks Small BB 1.75
850 lbs	Georges Rounder 2.00/ Small 2.00 / PW 1.75
2,700 lbs	SandDabs .90
2,400 lbs	Yellowtail 100-120 count 1.75/ 160-180 count 1.40

**Jan. 20, 1992**  
**Monday**

**Jan. 21, 1992** *No Landings*  
**Tuesday**

**Jan. 22, 1992** *No Landings*  
**Wednesday**

Helen Marie 10,300/ Sunshine 10,300 TOTAL 20,600 lbs

9,700 lbs	Cod Whale 1.40/ Large 1.40/ Markets 1.45 Scrods 1.40
500 lbs	Blackbacks Small BB 1.40/ PW 1.00
3,900 lbs	Georges Flounder 1.80/ Large BB 1.85/Small 1.80 / PW 1.00
2,300 lbs	SandDabs 1.00
4,200 lbs	Yellowtail 100-120 count 1.51/ 160-180 count 1.25

Susie K 12,000/ Galaxy 5,200/ Sea Siren 19,500/ Isabel S 19,000/ Lucimar 15,000/ Sao Jacinto 4,600/  
Costa de Gale 7,600/ Lady Laura 5,400/ Chain 15,000/ Niagara Falls 12,600/ Seel 16,000/ Imigrante 6,000/  
Virginia Sands 27,500/ Fisherman 19,000

TOTAL 184,400 lbs

34,000 lbs	Haddock 1.25-1.40/ Scrod 1.10-1.25
90,000 lbs	Cod Whale 1.15-1.40/ Large 1.10-1.50/ Markets 1.15-1.50/ Scrod 1.10-1.50
17,000 lbs	Georges Lemonsole 1.50/ Large BB 1.40-3.00/ Small BB 1.20-2.50/ PW .80-2.00
1,000 lbs	Blackbacks Small BB .80-1.50/ PW .80
100 lbs	Pollock .40
1,000 lbs	Dabs Large 1.00/ Small .80/ PW .60
8,000 lbs	Sand Dabs 1.00-1.35
27,300 lbs	Yellowtail 90-110 count 1.50/ 100-120 count 1.00-1.50 / 160-180 count 1.35-1.45

**Jan. 24, 1992**  
**Friday**

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THE BARNACLE

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February 6, 1992

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 Blue Seas II 30,200/ Bonansa 24,000/ Lucisaura 8,900/ Galicia I 8,200/ Luso American II 16,650/ Impulse 28,500  
 TOTAL 276,350

**Jan. 27, 1992**  
**Monday**

90,000 lbs	Haddock Large 1.35-1.50/ Scrod 1.20-1.30
100,000 lbs	Cod Whale 1.00-1.05/ Large .50-1.05/ Markets 1.00-1.05/ Scrod 1.00-1.05
300 lbs	Blackbacks Large BB Small BB .80
2,400 lbs	Georges Flounder 2.00
200 lbs	Pollock .50
9,100 lbs	Sand Dabs .80-1.10
52,000 lbs	Yellowtail 100-120 count 1.35-1.50 / 120-140 count 1.00/ 160-180 count 1.10-1.20

Shelagh K 19,500/ Caravelle 13,100/ Foz de Mondego 24,600/ My Way 30,000/ Sea Breeze 19,900/ Alentejo 8,000/  
 Ana Palmira 22,400      TOTAL 137,500 lbs

**Jan. 28, 1992**  
**Tuesday**

37,000 lbs	Haddock 1.10-1.40/ Scrod 1.00-1.07
67,000 lbs	Cod Whale 1.05/ Large , Market & Scrod 1.00-1.10
7,900 lbs	Georges Lemonsole 1.75/ Large BB 1.75-2.00 /Small BB & PW 1.75
2,000 lbs	Sand Dabs .80-1.10
18,800 lbs	Yellowtail 100-120 count 1.47-1.60/ 160-180 count 1.20-1.30

Maureen S 13,700/ Luso American I 24,000/ Portugal 19,800/ Triunfo 28,800/ Linda & Ilda 26,300/ Iberia II 27,800/ S Pedro 24,300/  
 United States 15,100/ Senahora de boa Viagem 30,000

TOTAL 210,800

21,000 lbs	Haddock .90-1.40 / Scrod .80-1.40
97,000 lbs	Cod Whale & Large 1.00-1.15/ Market .95-1.15/ Scrod 1.00-1.15
9,300 lbs	Georges Lemonsole 2.00/ Large BB 1.00-2.00 /Small BB 1.00-2.00 / PW .80-1.00
1,200 lbs	Pollock .50-.75
9,600 lbs	Dabs Large .80-1.50/ Small .60-1.25/ PW .40-.60
7,300 lbs	Sand Dabs .40-1.10
39,000 lbs	Yellowtail 100-120 count 1.25-1.51/ 160-180 count 1.00-1.21

T Luis 18,300/ Libby II 10,900/ Capt Mano 21,600/ Curlew II 15,700/ Voyager I 25,700/ Humbak 15,900  
 TOTAL 108,100

17,900 lbs	Haddock Large .70-1.20/ Scrod .60-.90
55,400 lbs	Cod Whale .75-.90/ Large .75-1.05/ Market .90-1.05/ Scrod .65-1.05
5,800 lbs	Georges Flounder 2.00-2.10/ Large BB 1.80-2.00 / Small BB 1.70-1.80 / PW 1.20
1,600 lbs	Dabs 1.00
9,000 lbs	Sand Dabs .70-.81
18,900 lbs	Yellowtail 100-120 count 1.50-1.70/ 160-180 count 1.05-1.25

Calypso 12,000/ Ruthie B 10,300/ Exact 13,000/ Galaxy 8,500/ Rams 5,100/ Sunflower 27,000/ Kimberly Ann 6,600  
 TOTAL 82,500

6,000 lbs	Haddock 1.00-1.20/ Scrod 1.00-1.20
28,000 lbs	Cod Whale .90/ Large .60-1.05/ Markets & Scrod .60-1.00
5,100 lbs	Georges Lemonsole 2.00/ Large BB 1.75/ Small BB 1.70-1.75/ PW 1.00
6,300 lbs	Blackbacks Large BB 1.20-2.00/ Small BB 1.00-2.00/ PW .40-1.20
2,200 lbs	Dabs Large .80/ Small .60/ PW .40
400 lbs	Pollock .70
17,100 lbs	Sand Dabs .60-1.00
18,100 lbs	Yellowtail 100-120 count 1.53-1.70/ 150-170 count 1.10 / 160-180 count 1.00-1.20

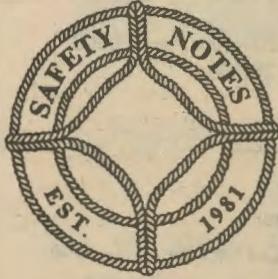
**Jan. 31, 1992**  
**Friday**

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# Responsibilities of Captains Increases With New Regulations

A Contribution of  
ERE Associates Ltd.  
No. 11

by  
Richard C. Hiscock.

The fishing vessel safety statutes and new regulations clarify and place additional responsibilities on the Captains (Masters or individual in charge) of fishing industry vessels.

## LIFESAVING EQUIPMENT and ESCAPE ROUTES

On all fishing industry vessels the Captain (Master or individual in charge) is responsible for ensuring that each item of lifesaving equipment, is (a) in good working order, (b) ready for immediate use, and (c) readily accessible before the vessel leaves port and *at all times* during the voyage. [46 CFR 28.140(a)]

This means that the Captain should know what items or lifesaving equipment are required on board the vessel and that they are ready for use in an emergency. It is recommended that the captain check of all the lifesaving equipment (life jackets, survival suits, liferaft, etc.) before the vessel gets underway and note the condition of all equipment in the vessel log. During the voyage, particularly during rough weather, it is advisable to periodically check the equipment to ensure that it remains ready for use.

The captain of a vessel required to carry an EPIRB is specifically required to test the EPIRB once each month. If the test indicates that the EPIRB is not operating it must be repaired or replaced with an operating EPIRB, before getting underway. In addition the EPIRB battery must be

replaced after any use, other than testing, and on or before the expiration date marked on the battery. Tests and battery replacements should be noted in the vessel log. [46 CFR 20.150, 46 CFR 25.26]

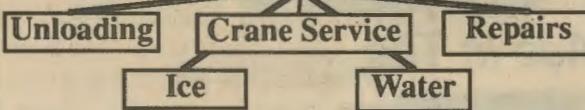
In addition to ensuring the readiness of all lifesaving equipment the Captain of all fishing industry vessels must ensure that all escape routes from work and accommodation spaces are unlocked and unobstructed. This means keeping passage ways and doors free of clutter, and keeping the dogs on engine room and berthing space escape hatches free and the ladders unobstructed. [46 CFR 28.140(d)]

## INJURY AND CASUALTY REPORTING

Each person (crewmember, including the Captain) employed on a fishing industry vessel is required to notify the captain (master or individual in charge) of the vessel, or other agent of the employer of each illness, disability, or injury suffered while in service of the vessel not later than seven days from the date of the occurrence of the illness, disability or injury. [46 CFR 28.90]

The Captain (or the owner, agent) of a vessel with a casualty involving: loss of life, injury to an individual that results in incapacitation for more than 72 hours, loss of a vessel, or damage to a vessel that impairs seaworthiness or that results in damages estimated at \$2,500.00 or more, is required to report the casualty, as soon as

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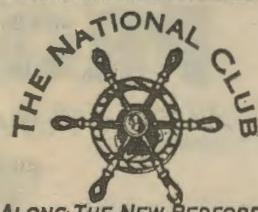
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possible, to one of the following: the underwriter of the vessel or to the Marine Index Bureau. [46 CFR 28.80]

Casualties involving: accidental grounding; loss of main propulsion or primary steering; an occurrence that materially and adversely affects the vessel's seaworthiness such as fire, flooding, or failure or damage to fixed fire extinguishing systems, lifesaving equipment, auxiliary power generation equipment, or bilge pumping system; loss of life; injury requiring professional medical treatment beyond first aid which renders the individual unfit to perform routine vessel duties; or any occurrence resulting in damage to property in excess of \$25,000.00 must be reported to the Coast Guard. [46 CFR 4.05]

#### CREW REQUIREMENTS

The Captain (Master) and all the crew of a documented fishing vessel must be United States citizens, except that twenty-five percent (25%) of the crew may be "aliens

lawfully admitted to United States for Permanent residence". Thus, with a crew of four, three must be U.S. citizens; with a crew of nine, two could be non-citizens, who are lawfully admitted permanent resident of the United States. [46 USC 8103]

#### FISHING AGREEMENTS

The Captain on a fishing industry vessel (over 20 gross tons) must make a "fishing agreement" with each person employed on the vessel. At a minimum the agreement shall (a) state the period of time the agreement is in effect, (b) include the terms of any wage, share, or other compensation arrangement during the period of the agreement. The fishing agreement may include other agreed terms as negotiated or arranged by the Captain and/or owner of the vessel, and the owner of the vessel must sign the agreement. [46 USC 10601]

#### DRILLS AND ORIENTATION

Probably the most far reaching new responsibility for Captains is the requirement for instruction, drills and

orientation. The Captain of a documented fishing industry vessel, operating beyond the boundary line, must ensure that instruction be given to each person on board; that drills are carried out at least once a month; and that new crew members, who have not received instruction or participated in drills, are given a safety orientation of the vessel. The Captain is not required to carry out the instruction, drills or orientation, but he is required to ensure that they are carried out. (After 1 September 1994 the person providing the instruction or conducting the drill must be trained in the proper procedures for conducting instruction and drills.) [46 CFR 28.270]

Instruction may be carried out in conjunction with drills (or at other times and places), but it must ensure that each individual is familiar with their duties and responses to at least the following emergencies:

- (1) Abandoning the vessel.
- (2) Fighting a fire in different locations on board vessel.
- (3) Recovering an individual from the water.
- (4) Minimizing the affects of unintentional flooding (damage control).
- (5) Launching liferafts or other survival craft. Recovering lifeboats or rescue boats if carried.
- (6) Donning life jackets and immersion suits.
- (7) Donning fireman's outfit and self-contained breathing apparatus, if the vessel is so equipped.
- (8) Making a voice radio distress call and using visual distress signals.
- (9) Activating the general alarm (if vessel is equipped with general alarm system)
- (10) Reporting an inoperative alarm system and fire detection system (if vessel is equipped with alarm or fire detection system).

Drills must be carried out at least

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once a month, on board the vessel, as if there were an actual emergency. All persons on board must participate. The drill must include: (a) breaking out and using emergency equipment, (b) testing of all alarm and detection systems (bilge alarms, fire detection systems, general alarms), (c) donning protective clothing (fireman's outfit if carried), and (d) donning immersion suits if carried.

Before the vessel gets underway for a fishing trip the Captain must ensure that any person on board, who has not received the instruction or participated in the drills outlined above, is given a safety orientation to include - at a minimum - an explanation of the required emergency instructions and a discussion of the specific items of instruction listed above.

#### SUMMARY

The Captain of a fishing industry vessel is now responsible for ensuring: that lifesaving equipment is in good working order, readily accessible and ready for immediate use, that the crew is made up of the correct number of U.S. citizens; that casualties are reported in a timely manner; that each crew member signs a fishing agreement; and that instruction, drills and orientation are

carried out..

These new requirements place additional burdens on the Captain of fishing industry vessels, but on the other hand they clarify several areas of responsibility which have been vague in the past.

For instance it has on occasion been argued that the owner is responsible for ensuring that lifesaving equipment is in working order. While, in most cases, the owner is responsible for providing the equipment, it is according to the new regulations - the responsibility of the Captain to ensure that the equipment is ready for use in an emergency. The Captain should immediately notify the owner of any equipment that is not in good working order or in need of service. The Captain should ensure that defects in equipment should be corrected before the vessel sails.

We hope this discussion has clarified the new responsibilities of Captains. If you have any concerns or questions about your new duties, discuss them with the owner of the vessel.

If you still have not received a copy of the new fishing vessel safety regulations or if you have specific questions about how to comply with the regulations please contact LCDF

Paul Von Protz or Mr. Ted Harrington, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-8444, or CWO Jim Price at Marine Safety Office (MSO) Providence, 401-528-5335.

If you would like the Coast Guard to conduct a courtesy examination of your vessel contact CWO Jim Price at MSO Providence (401-52B-5335) to arrange an appointment.

*Richard C. Hiscock is founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety. He is a member of the Society of Naval Architects and Marine Engineers, and serves on the Coast Guard's National Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.*



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**MON-FRI & 7:30am-4:30pm, SAT 7:30-11:30am**

# Interested In The Future Of The "New Bedford" Lightship? Your Ideas Are Wanted....

The infamous Lightship docked at the future Rasmus Tonnessen Memorial Park at the northwest corner of the New Bedford State Pier will get some attention at an upcoming public meeting. City officials are looking to get some input on how to best use the lightship following the completion of two extensive renovation projects.

Greg Jones of the New Bedford Office of Housing and Neighborhood Development said the meeting will focus on the Lightship's past, present and future.

Jones said the meeting will look at the most recent renovation projects which included hauling the ship, resupplying the necessary zincs to the hull, repairing and painting her

topsides and masts. There has been some talk about the possibility of occupancy by summer programs which include the Sealab program and Make It Work program by JTEC.

Jones said he has been in contact with other communities who own and operate similar lightships. The most impressive project was that of the Lake Huron lightship which is run by a senior citizens group. It was successful in raising over \$10,000 to restore the ship further.

One big obstacle to overcome on the use of the ship is a lead paint problem on board. "The groups we talked with couldn't get involved because of the lead paint problem. It's a formidable obstacle and I don't know how we can get around at this

point," added Jones.

So far there have been some interest in the past to turn the ship into a restaurant, museum or tourist orientated bed and breakfast ship. "When the city talked about getting rid of the ship, people started screaming and you know that story. So I would like to see if there's anybody out there that would be willing to work with the city and HDC in formulating a mission for the ship. As it stands now, if we don't do anything further it's an attractive billboard for New Bedford."

The public is invited to attend the meeting, Thursday, February 13, at 6:30pm at the Buttonwood Park Library.

## FAIRHAVEN 1 - HOUR PHOTO

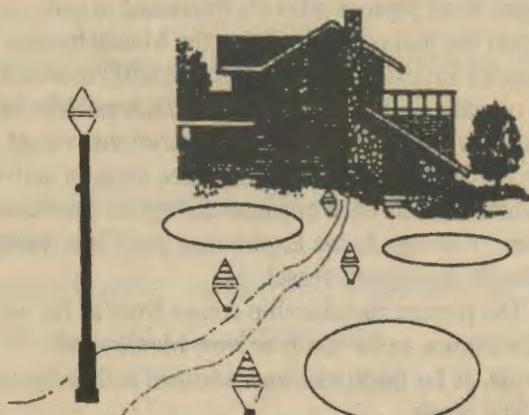
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# Schooner ERNESTINA Log

Provided by Schooner Ernestina Commission  
By Joseph C. Cardozo, Director



## Ernestina/Morrissey Historical Association, Inc. Holds Membership Drive

The Board of Directors of the Ernestina/Morrissey Historical Association, Inc. will conduct a membership drive to demonstrate to the state and the Ernestina Commission that support and concern exists in our area for the National Historic Landmark vessel ERNESTINA from the private sector.

The Ernestina/Morrissey Historical Association, Inc. (EMHA, Inc.) is the recognized private partner in the public/private partner in the public/private partnership in support of the ERNESTINA. EMHA, Inc. is a filed 501(c)(3) tax-exempt organization registered as a Public Charity in the Commonwealth of Massachusetts.

Just as the original Friends of Ernestina/Morrissey organized and led the efforts in the '70's to bring the ERNESTINA to the USA, so does EMHA continue, ten years after her arrival to our shores, the spirit of advocacy and support of the schooner.

EMHA, Inc., a private not-for-profit corporation is open to all persons who are interested in and support the purpose of assisting the Massachusetts Schooner Ernestina Commission (MSEC) maintain and operate the Schooner ERNESTINA ex Effie M. Morrissey as a sail-training and educational vessel, with particular emphasis on the three areas of activity in which she has been engaged during her previous career: Fishing, Arctic Exploration and Cape Verdean Packet & Immigrant vessel.

The present membership comes from as far west as California, as far south as New Mexico and Florida, as far north as Newfoundland and as far east as Cape Verde.

Since being established in March 1991, the membership of EMHA has supported the Schooner Ernestina Commission's operations with gifts totaling over \$10,000.

During the present crisis of bringing ERNESTINA back home to Massachusetts from Miami, EMHA, Inc. is holding weekly meetings to

address what actions EMHA can do.

It was EMHA who came to the rescue of the state and Commission in June of 1991 as volunteers to get the vessel up and going for the summer season. We were successful in that and are sure we can be of help again.

Consider and join EMHA, Inc. today!

*The following letter was written to area political leaders and to the membership of EMHA recently by Toni Ann DePina of New Bedford*

Dear Members,

I am writing to ask you for your assistance in getting our Ernestina home. I am broken-hearted that our gift from the Cape Verdean people lays uninsured in Miami, Florida away from the people who know and love her.

I do not seek to blame or chastise anyone. All that I desire is to have our Ernestina back in New Bedford in our safe harbor.

I am so proud of what the Ernestina means to the Cape Verdean people. My grandparents, on both sides, came to this country on ships from Cape Verde. I have family on several of the Cape Verde Islands.

The people of Cape Verde are poor financially but so rich in spirit. This spirit and strength is what flows in the veins of the Cape Verdean-Americans. It's what made me strong to become the person I am today.

We cannot allow this gracious gift from so many hearts to be treated like a discarded, forgotten toy. I want to do whatever I can to bring our Ernestina back home safely.

I am sincerely asking you for your guidance and whatever help you can extend.

Sincerely,  
Toni Ann DePina

# The Barnacle Magazine Is In Search Of The Fishing Vessel of the Month

Each month we will salute a crew and vessel skipper for

**ACCENTUATING THE POSITIVE  
ABOUT NEW BEDFORD  
FISHERMEN AND  
THE FISHING INDUSTRY.**



Each crew member of the fishing vessel  
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*Winners will be chosen  
by the following criteria:*

1. Letters which may explain a crewmember's or skipper's service to the community, or helping a friend in need.
2. A crew's assistance of a fellow mariner at sea.
3. A crewmember or skipper's interest in furthering the betterment and promotion of the New Bedford Fishing Industry, its product and people.

Anyone is welcome to submit letters, inform a Barnacle staff member in person or invited to call 999-4255 to explain why a New Bedford/ Fairhaven fisherman friend or relative is deserving of this special BARNACLE Recognition!.

**SO COME ALONG AND LET'S GIVE A SALUTE TO INDUSTRY FOLKS!**

*Submit letters to: The Barnacle, P O Box 71, Fairhaven, MA 02719.  
Include your telephone number and return address.*

# FROM THE GALLEY

Recipes Featuring  
The Best From The Sea  
Landed By New Bedford Fishermen

YOU'RE INVITED!  
Seafood Recipe Contest  
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of Mattapoisett

*Special Recognition to Seaport Inn's Chef Manual Abreau for Developing  
This Great Recipe For Last Year's Seafood Festival's Distinctive Seafood Taste-off*

## Cape Shark A La Seaport

### MARINADE SAUCE:

5 oz White Wine  
1 tspn black pepper  
1 tspn fresh garlic  
2 slices of white onion  
1 oz red vinegar  
1 oz salad oil  
1 tspn paprika

### RECIPE

2 10 oz pieces of cape shark  
1 green pepper cut into quarters  
1 tomato cut into quarters  
1/2 white onion cut into quarters  
2 cloves garlic chopped  
1 oz olive oil  
5 oz white wine  
3 oz water  
10 oz potato sliced 1/4 inch

Cut and fillet cape shark into 2 10oz pieces and marinate overnight.

In 10 inch fry pan, add tomato, pepper, onion, garlic, olive oil and water and cook for about 2 minutes on low heat. Add fish, potatoes and little salt and black pepper. Cover and cook for 15 minutes at a low temperature. Remove the fish from the pan (with care!). Place the fish in the center of a platter with the sliced potatoes around it and cover with remaining sauce. Serves two people.

### DO YOU HAVE A FAVORITE SEAFOOD RECIPE MADE WITH SEA SCALLOPS OR FISH?

You could win \$10 worth of sea scallops from Cuttyhunk Cold Water Seafoods simply by entering your recipe in the Barnacle Recipe Contest (If we choose to print it, you win!!)

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## Barnacle Word Game

To Help Pass The Time In The Wheelhouse

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G	L	U	R	T	L	S	D	I	N	N	E	R	R
O	M	W	B	G	M	U	X	V	O	A	T	E	A
A	N	H	H	I	D	N	E	I	R	F	I	B	A
N	O	S	R	E	R	W	L	D	I	P	U	C	O
G	S	T	O	A	A	N	I	G	D	R	I	M	E
T	E	I	U	O	V	R	N	F	S	E	S	O	R
R	T	N	P	Q	S	M	T	R	T	Y	T	L	V
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H	O	B	R	A	N	R	U	K	G	R	K	L	O
T	C	R	A	D	I	E	V	Q	N	R	A	D	L
E	O	A	S	L	G	K	L	U	B	A	S	O	B
E	H	N	O	A	B	R	A	A	T	G	H	C	
W	C	I	D	R	A	C	D	P	V	B	C	U	O
S	R	X	G	A	B	R	S	D	O	I	D	E	R
T	E	M	V	O	L	A	O	V	A	G	A	R	D

## Valentine Word Find

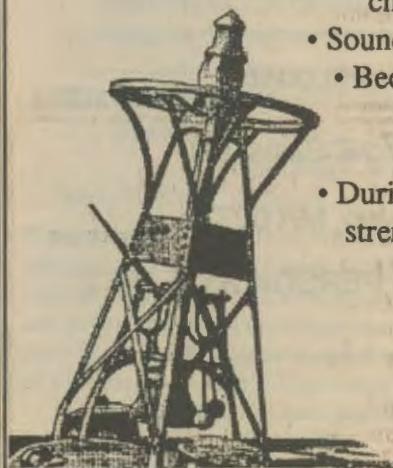
Cupid  
Arrow  
Valentine  
Live  
Chocolates  
Gift  
Romance  
Sweetheart  
Date  
Roses  
Red  
Heart  
Dinner  
Card  
Friend  
Kiss

Answers  
to Games  
Page 29

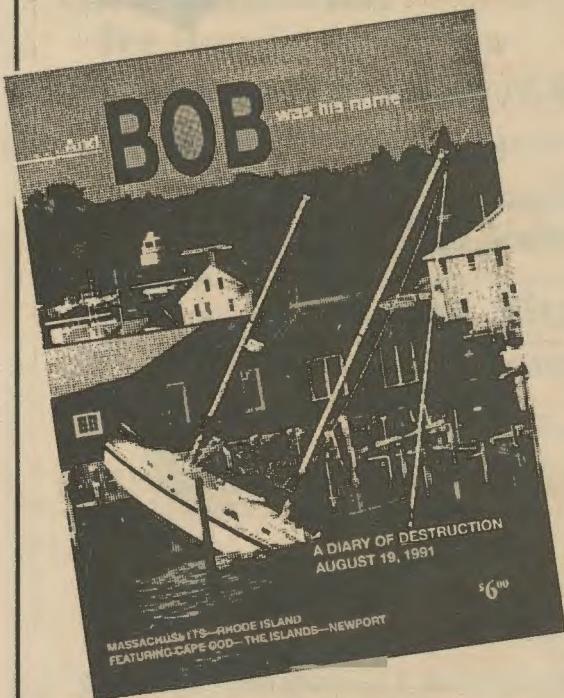
## NEW ENGLAND - ICE CONDITIONS - CAUTION CONCERNING AIDS

- The formation of various types of ice along the New England Coast and its rivers, and ice movement caused by wind, tides, and currents may result in floating aids to navigation being extinguished, off-station or missing.
- Fixed aids to navigation may be destroyed and drawbridges rendered inoperative.
- Icing on buoys may result in their being partially submerged and/or misleading as to color characteristic and numerals may be missing.
  - Sound signals on buoys may be inoperative.
    - Because of ice conditions and without prior notice, certain lighted buoys and sound buoys may be removed from station without replacement, whereas others may be replaced by unlighted buoys.
  - During storms, ice formation at radiobeacon stations may reduce the strength, range and operation of the radiobeacons.
    - Mariners are cautioned to exercise discretion in using aids to navigation in areas where ice conditions are known to prevail.

*A message from the U.S. Coast Guard.*



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Contact Carl Pimental 508-996-8226 (leave message)

## PUBLIC HEARING NOTICE

### ATTENTION to all those interested in the Lightship No 114 "New Bedford"

There will be a PUBLIC MEETING on Thursday, February 13, 1992, at 6:30pm at the Buttonwood Park Library to discuss the future of the Lightship.

#### The following items will be discussed:

##### THE FUTURE USE OF THE LIGHTSHIP

Museum, Educational/Training Vessel,  
Tourist Attraction, Other Ideas?

##### ADDITIONAL WORK REQUIRED ON THE LIGHTSHIP

Exterior/Interior, Electrical, Mechanical

##### FUNDING SOURCES

Donations, Grants, Volunteers, Fundraising Activities

Please make every effort to attend this meeting. Bring your ideas and suggestions. This is your opportunity to help make sure the Lightship "New Bedford" once again becomes an attractive, vital part of New Bedford's maritime legacy! In order to chart a future course for our own Lightship we need your help. Should you have any questions, please contact Greg Jones of the Office of Housing & Neighborhood Development, New Bedford City Hall, 508-979-1500

Advertise in the Classified with 3 lines  
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Answers to game on page 27:

TEMVOLAOVAGARD  
SRXGABRSDO1D-E-R  
WQ1DRADPVBGUD  
EHNODABRAXARTGH  
EDASLGLKUBBASOB  
TCRADIEVONGRKLD  
HQBRAANRUKGRLKD  
ELKEIVBEAOREV  
AANNEETSU1RWGF  
RTNPQSMTRTVAL  
TEIUDOVRNFS-Q-S-O-R  
GSTOAKN1QDRIME  
NOSRERWLB1F-W-O  
ANHNIIDNEIR1BA  
OMWBGMUXVOATEA  
GLURTLSDINNE-R  
KAEGNAMORAMATC

The men in the top photo on page 16 are Randy Hillier, Peter Malone, Herman Saunders and Phil Drukin on board the F/V Mary & Joan in 1947. The photo below include Bill Lundigan second from the right in 1964.

## State Looks To Ban Net Strengtheners

The state is seeking public input relative to banning "net strengtheners" which are used to constrict net mesh and prevent escapement of fish. The topic will be one of many up for discussion when the Massachusetts Marine Advisory Commission meets at a public hearing at the Maritime Academy in Buzzards Bay on February 18th.

Other measures up for public review include an amendment to the trawl net mesh minimum size regulations south of Cape Cod which affects the squid fishery. The group is proposing that during the squid mesh period, it should be prohibited for anyone to be in possession of mesh less than 5-1/2 " when more than 100 pounds of flounder is in possession while fishing or if observed to be fishing in state waters. It also proposes to shorten the squid mesh period from April 23 to May 31...a few weeks earlier than the past June 15 date.

There will also be a proposal to require that all trawlers fishing in state waters south of Cape Cod must have a regulated fishery permit endorsed for "coastal access" subject to temporary suspension or loss of violation of special conditions attached to the endorsement such as reporting of all state waters' catch to the Division of Marine Fisheries, catch limitations linked to state support of the summer and winter flounder management plans and area closures.

The meeting in Buzzards Bay will be held in the after at 1pm at the maritime Academy.

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what services are needed.*



Photo By Gary Golos

Todd Kochan of the F/V Falcon mends the nets at Steamship Pier recently.

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